SECTION II NAVIGATION PUBLICATIONS

SAILING DIRECTIONS CORRECTIONS

PUB 175 7 Ed 2001 NEW EDITION (NIMA) 41/01

PUB 180 2 Ed 1997 LAST NM 13/01

Page 80—Line 48/R; insert after:

Oil Fields and Installations Surveillance Service

Statoil Traffic Control performs a radar surveillance service for the oil fields and installations listed in the table below. All vessels passing within 3 miles or less of these installations must contact Statoil Traffic Control at least 1 hour prior to doing so, using the VHF channel listed in the table below.

Vessels must state their name and call sign. In order to take into account maritime operations and safe navigation, vessels may be asked to alter course.

This service may also be contacted via E-mail: trafikk@statoil.com.

Oil field/ installation	Position	VHF channel
Heidrun	65°19.5'N, 7°19.0'E	9
Asgard A	65°03.5'N, 6°43.4'E	6
Asgard B	65°06.6'N, 6°47.4'E	6
Asgard C	65°07.8'N, 6°51.9'E	6
Visund	61°22.2'N, 2°27.4'E	10
Snorre B	61°31.5′N, 2°12.5′E	10
Huldra	60°51.3'N, 2°39.1'E	71
Troll A	60°38.7'N, 3°43.7'E	68
Oseberg East	60°42.0'N, 2°56.1'E	10
Oseberg South	60°23.5'N, 2°47.7'E	10
Sleipner A	58°22.0'N, 1°54.3'E	14
Sleipner B	58°25.0'N, 1°42.9'E	14

(BA NM 25/01, Section VI)

41/01

PUB 182 4 Ed 1998 LAST NM 35/01

Page 60—Lines 26 to 34/L; strike out.

(BA NM 25/01, Section VI) 41/01

Page 137—Line 20/R; insert after:

Nesna (66°12'N., 13°01'E.) is a small town with several light industries. Located at the end of a peninsula extending from the mainland, it is E of the island of Hugla, and S of the island of Handnesoya. Nesna has a concrete jetty, which has a NNE/SSW orientation. It is 117m long and has depths of 6.5 to 8.1m alongside. At the head of the jetty, a berth, orientated ESE/WNW, also of concrete construction, is 66m

long and has depths of 3.9 to 7.1m alongside. Both jetty and berth protect a ferry and boat harbor on the N side of town.

(BA NP 58A) 41/01

COAST PILOT CORRECTIONS

COAST PILOT 1 32 Ed 2001 Change No. 2 LAST NM 39/01

Page 197—Paragraph 310, line 5; read:

In April 1999-December 2000, using the chart and care, the project depth could be ...

(BP 173125; CL 93/01) 41/01

Page 221—Paragraph 90, lines 3 to 5; read:

Kennebunkport, about 1 mile above the jetties. In October 2000-January 2001, the midchannel controlling depth was 3.3 feet to the upstream limit of the project. Greater depths may be had using care and local knowledge. Buoys and a daybeacon mark the channel. It is reported ...

(CL 1333/01; BPs 174914-15; LL/01) 41/01

Page 251—Paragraph 196, lines 6 to 12; read:

midchannel) to the General Edwards Bridge; thence in December 2000-March 2001, 7.5 feet (8 feet at midchannel) to the Fox Hill Bridge, thence 6 feet for about 800 yards above the Fox Hill Bridge. Two anchorages are in Saugus River; the first is just above the Fox Hill Bridge on the northeast side of the channel with a least depth of 5.6 feet and the second anchorage is about 600 yards above the Fox Hill Bridge on the north side of the channel with a least depth of 5.7 feet. In 1999, the Pines River had depths of 1 to 3 feet to a point about 1 mile above the General Edward Bridge; local knowledge is advised.

(BPs 174672-74; CL 1176/01; NOS 13275) 41/01

Page 269—Paragraph 64, line 5 to Paragraph 65; read:

Town Wharf, about 0.2 mile above the State Pier. An anchorage basin, protected by a breakwater on the north and northeast sides, is in the harbor. In June 2000, the controlling depths were 12.4 feet (14.1 feet at midchannel) from the entrance to the southeastern side of the anchorage basin, thence 8.5 feet to the turning basin with 8.3 to 10.2 feet in the basin; the anchorage basin had depths of 6.1 to 8.0 feet with lesser depths along the north edge. The channel is marked by a light with a white sector marking the entrance, buoys, another light, and private lighted ranges. The range structures are difficult to identify in the daytime.

(CL 1372/01; BPs 175005-08) 41/01

COAST PILOT 1 32 Ed 2001 Change No. 3

Page 213—Paragraph 660, line 5 to Paragraph 661, line 3; read:

Bridge.

Fore River constitutes the Inner Harbor of Portland. The Casco Bay Bridge, about 1.5 miles above the entrance to the

SECTION II NM 41/01

COAST PILOT 1 (Continued)

river, has a bascule span with a clearance of 55 feet. (See $117.1 \dots$

(CL 414/01; CL 1118/00; CL 1581/00; CL 561/98; CL 1805/98; CL 513/94; NOS 13292) 41/01

COAST PILOT 2 30 Ed 1998 Change No. 35 LAST NM 27/01

Page 6—Paragraph 132, line 10; read:

signals, and electronic aids. Light List corrections may be obtained from the Internet at (http://pollux.nss.nima.mil/pubs/USCGLL/pubs_j_uscgll_list.html).

(27/01 CG14) 41/01

Page 80—Paragraphs 1643 to 1644; read:

§164.01 Applicability.

(a) This part (except as specifically limited by this section) applies to each self-propelled vessel of 1600 or more gross tons (except as provided in paragraph (c) of this section, or for foreign vessels described in §164.02) when it is operating in the navigable waters of the United States except the St. Lawrence Seaway.

(CL 834/01; FR 5/2/01) 41/01

Page 80—Paragraph 1649, line 5; read: anticipated conditions.

(c) Provisions of §§164.11(a)(2) and (c), 164.30 and 164.33 do not apply to warships or other vessels owned, leased, or operated by the United States Government and used only in government noncommercial service when these vessels are equipped with electronic navigation systems that have met the applicable agency regulations regarding navigation safety.

(CL 834/01; FR 5/2/01) 41/01

Page 158—Paragraph 181, lines 3 to 12; read:

of Gaspee Point through a dredged channel. The entrance channel leads westward to the cove, thence the channel turns northward and leads to a turning basin at the head of the cove. An anchorage basin extends southward from the entrance channel. The entrance channel is marked by lighted and unlighted buoys. A State regulatory buoy, at the junction of the entrance channel and the channel to the head, marks a **slow-no-wake zone**. In September 1998, the controlling depths were 3.6 feet (4.6 feet at midchannel) in the entrance channel, thence 0.9 foot at midchannel to the turning basin at the head of the cove with 1 to 4 feet in the basin; 4.1 to 4.3 feet was available in the anchorage basin southward of the ...

(BPs 173504-05; CL 303/01) 41/01

Page 163—Paragraph 274, lines 8 to 11; read:

October 1996, the controlling depths were 5.4 feet (6.0 feet at midchannel) in the dredged channel to the anchorage basin at the head of the cove, except for a 4.2-foot shoal spot in the left outside quarter of the channel near Buoy 5. The anchorage basin, 0.5 mile above the entrance had depths of 5 to 6 feet and the two anchorage basins 0.7 mile above the entrance had a depth of 6 feet. The anchorage basin at the head of the cove had depths of 3.6 to 5.8 feet. A

shoal, bare at low water, extends about 150 yards westward from the west side of the channel, between Buoys 3 and 7, to the southeast end of Horse Neck. The ...

(BPs 173989-91; CL 736/01)

41/01

Page 169—Paragraph 104, lines 6 to 10; read:

marks the approach to the harbor. In February-April 2001, the controlling depths in the channel were 12 feet to the boat basin northwestward of Star Island, thence 11 feet (12 feet at midchannel) to the yacht basin east of Star Island; the boat basin had a depth of 10 feet with shoaling to 8 feet along the southwest edge. The channel is marked by private seasonal buoys.

(CL 1380/01; BP 175039)

41/01

Page 177—Paragraph 273, lines 2 to 10; read:

Point, is the approach to the towns of Noank and Mystic. A dredged channel leads from Fishers Island Sound through Mystic Harbor and into Mystic River to Mystic Seaport Museum Wharf, about 0.6 mile above the bascule bridge. An anchorage basin is on the east side of the river opposite Willow Point. In 1998, the controlling depths were 8.3 feet (9.6 feet at midchannel) to the head of the project; the anchorage basin had depths of 5.9 to 8 feet with lesser depths along the east edge.

(CL 1084/01; BPs 174544-49;

CEM-New England/88) 41/01

COAST PILOT 3 34 Ed 1999 Change No. 18 LAST NM 33/01

Page 6—Paragraph 133, line 10; read:

signals, and electronic aids. Light List corrections may be obtained from the Internet at (http://pollux.nss.nima.mil/pubs/USCGLL/pubs_j_uscgll_list.html).

(27/01 CG14) 41/01

Page 75—Paragraphs 1421 to 1422; read:

§164.01 Applicability.

(a) This part (except as specifically limited by this section) applies to each self-propelled vessel of 1600 or more gross tons (except as provided in paragraph (c) of this section, or for foreign vessels described in §164.02) when it is operating in the navigable waters of the United States except the St. Lawrence Seaway.

(CL 834/01; FR 5/2/01)

41/01

41/01

Page 75—Paragraph 1427, line 5; read: anticipated conditions.

(c) Provisions of §§164.11(a)(2) and (c), 164.30, and 164.33 do not apply to warships or other vessels owned, leased, or operated by the United States Government and used only in government noncommercial service when these vessels are equipped with electronic navigation systems that have met the applicable agency regulations regarding navigation safety.

(CL 834/01; FR 5/2/01)

SECTION II NM 41/01

COAST PILOT 4 33 Ed 2001 Change No. 5 dredged ... (BP 173492) **LAST NM 39/01**

Page 236—Paragraph 129, line 18; read:

Lighted Whistle Buoy C (32°39'19"N., 79°40'21"W.) is about 10 ...

(12/01 CG7) 41/01

Page 259—Paragraph 54, line 4; read:

depth on the bar was 15 feet. In May 2001, a changeable area with shoaling to 4 feet was reported in about 31°32'25.2"N., 81°07'56.5"W. A comparison of the surveys made ...

(CL 832/01; 21/01 CG7) 41/01

Page 326—Paragraph 168, line 5; read:

channels 13 and 16. In June 2001, a replacement bridge was under construction, adjacent to the existing swing span. The overhead power cable at the bridge has a ...

41/01 (22/01 CG7)

Page 331—Paragraph 253, lines 2 to 4; read:

crossing the Tolomato River at Mile 775.8 has a fixed span with a clearance of 65 feet. The...

(CL 423/00) 41/01

Page 339—Paragraph 424, lines 9 to 12; read:

twin highway bridges have fixed spans with a clearance of 55 feet.

41/01 (CL 149/01)

Page 357—Paragraph 345, line 2; read:

80°36'W.)

WWF-69, Fort Pierce, Fla. 162.425 MHz (27°30'N., 80°20'W.)

(BP 171946; NOS 11475) 41/01

Page 358—Paragraph 349, line 1; read:

WWG-80, Teatable Key, Fla. 162.45 MHz (24°53'N., 80°39'W.)

WXJ-95, Sugarloaf Key, Fla. 162.40 MHz (25°39'N., ... (BP 171946; NOS 11449; NOS 11442) 41/01

COAST PILOT 6 31 Ed 2001 Change No. 6 **LAST NM 37/01**

Page 135—Paragraph 93, line 6; read:

September 2000, the controlling depth was 6.0 feet in the

41/01

Page 137—Paragraph 125, lines 3 to 4; read:

pier extends laterally E to enclose the bay. In October 2000, the controlling depth was 7.1 feet. The outer ends of the ... (BP 173400) 41/01

Page 184—Paragraph 465, lines 1 to 4; read:

In March 2001, the controlling depths were 5.5 feet in the W approach and 8.9 feet (9.9 feet at midchannel) in the E approach to the mouth of the river, thence 6.3 feet (10.1 feet at midchannel) to the entrance of Ontario Lagoon, thence 5.2 feet in the left half and 3.3 feet in the right half of the channel to the ...

(BP 174206) 41/01

COAST PILOT 8 23 Ed 1999 Change No. 9 **LAST NM 26/01**

Page 6—Paragraph 132, line 10; read:

signals, and electronic aids. Light List corrections may be obtained from the Internet at (http://pollux.nss.nima.mil/ pubs/USCGLL/pubs_j_uscgll_list.html).

(27/01 CG14) 41/01

Page 52—Paragraphs 559 to 560; read:

§164.01 Applicability.

(a) This part (except as specifically limited by this section) applies to each self-propelled vessel of 1600 or more gross tons (except as provided in paragraph (c) of this section, or for foreign vessels described in §164.02) when it is operating in the navigable waters of the United States except the St. Lawrence Seaway.

(CL 834/01; FR 5/2/01) 41/01

Page 53—Paragraph 565, line 5; read:

under anticipated conditions.

(c) Provisions of §§164.11(a)(2) and (c), 164.30, and 164.33 do not apply to warships or other vessels owned, leased, or operated by the United States Government and used only in government non commercial service when these vessels are equipped with electronic navigation systems that have met the applicable agency regulations regarding navigation safety.

(CL 834/01; FR 5/2/01) 41/01 SECTION II NM 41/01

WORLD PORT INDEX CORRECTIONS

PUB 150 17 Ed 2000 LAST NM 21/01

EVEN PAGE CORRECTIONS

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INDEX NUMBER PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	TIDE	SWELL	IOE	OTHER	CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING	TURNING AREA	
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INDEX NUMBER	1ST PORT OF ENTRY U.S. REPRESENTATIVE ETA MESSAGE	COMPULSORY AVAILABLE LOCAL ASSIST ADVISABLE	TUGS SALVAGE TUGS ASSIST	PRATIQUE DERATT CERT OTHER	TELEGRAPH TELEGRAPH RADIO RADIO TEL AIR RAIL	WHARVES ANCHOR MED MOOR BEACH MOOR ICE MOOR	MEDICAL FACILITIES GARBAGE DISPOSAL DEGAUSS DIRTY BALLAST	FIXED MOBILE FLOATING	100 TONS PLUS 50 - 100 TONS 25 - 49 TONS 0 - 24 TONS	LONGSHORE ELECT STEAM NAVIGEQUIP ELECT REPAIR	PROVISIONS WATER FUEL OIL DIESEL OIL DECK ENGINE	REPAIR DRYDOCK RAILWAY
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EVEN PAGE CORRECTIONS

INDEX NUMBER PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ПОЕ	SWELL	ICE RESTRICTIONS	OTHER J OVERHEAD LIMITS	CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	ПОЕ	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA	
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SECTION II NM 41/01

PUB 150 (Continued)

ODD PAGE CORRECTIONS

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INDEX NUMBER	1ST PORT OF ENTRY U.S. REPRESENTATIVE ETA MESSAGE	COMPULSORY AVAILABLE LOCAL ASSIST ADVISABLE	TUGS SALVAGE TUGS ASSIST	PRATIQUE DERATT CERT OTHER	TELEGRAPH RADIO RADIO TEL AIR	WHARVES ANCHOR MED MOOR BEACH MOOR ICE MOOR	MEDICAL FACILITIES GARBAGE DISPOSAL DEGAUSS DIRTY BALLAST	FIXED MOBILE FLOATING	100 TONS PLUS 50 - 100 TONS 25 - 49 TONS 0 - 24 TONS	LONGSHORE ELECT STEAM NAVIGEQUIP ELECT REPAIR	PROVISIONS WATER FUEL OIL DIESEL OIL DECK ENGINE	REPAIR DRYDOCK RAILWAY	
48357	YNY	YY	Y Y *	Y *	NYYY *	ΥN	Y Y Y			Υ	YYY	C *	41/01